

CLASSIFICATION

SECURITY INFORMATION

COUNTRY Czechoslovakia

REPORT

TOPIC Dobrans Airfield

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

50X1-HUM

DATE OBTAINED

DATE PREPARED 3 November 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. Work on the construction of Dobrans (N 50/L 03) airfield was started in the spring of 1950. Its area is bordered by the localities of Dobrans, Nova Vos (N 50/L 03), Line (N 50/P 93), Cerveny Ujezd (N 50/P 93) and Vodni Ujezd. Prior to June 1952, there was extensive construction activity at the field. *
2. The installation had a concrete runway about 1,700 meters long. The runway was southeast of the Line-Chotosov (N 50/P 93) road, about 2 km distant from this road and extended in the direction of Nova Vos - Cerveny Ujezd. It appeared that the runway was scheduled to be enlarged in the direction of Line-Dobrans. The concrete apron, which was 300 to 400 meters wide and which was at the eastern end of the runway was secured by a wire fence 2 1/2 meters high. At this point a road originating in Nova Vos terminated. About 400 meters north of Dobrans there was a wooden building under construction. A wooden tower, about 5 meters high which was continuously occupied by a sentry was seen near the construction site. The Dobrans-Nova Vos road was blocked and guarded by a double sentry. Low wooden buildings were observed at the western end of the runway and in the wooden area northwest of it. Workers and soldiers wearing black spaullets were quartered there. The Line-Dobrans road was also blocked and guarded. On the south side of the runway near the Dobrans-Line road, there was a hangar 8 to 10 meters high which was nearing completion in May 1952.
3. In late 1950, two-cylindric containers about 10 meters long and 5 meters in diameter, apparently fuel containers were observed in the wooden area southeast of Line. They were no longer seen there in May 1952. In 1951, a spur track was being built from the Chotosov rail road station toward the airfield. It appeared [] that this spur track was used for the construction work at the western end of the runway. In the spring of 1952, work on the enlargement of the Dobrans railroad station was started. The station was to be provided with two additional tracks and its loading ramp was to be lengthened from 10 to 25 meters. 50X1-HUM
4. About 15 April 1952, six MIG-15s allegedly landed at the installation. Four of them remained at the field, while two MIG-15s left again a few days later.

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About 15 Soviet pilots and mechanics were stationed at the field. **

*  Comment. For sketch of the field, see Annex.  50X1-HUM

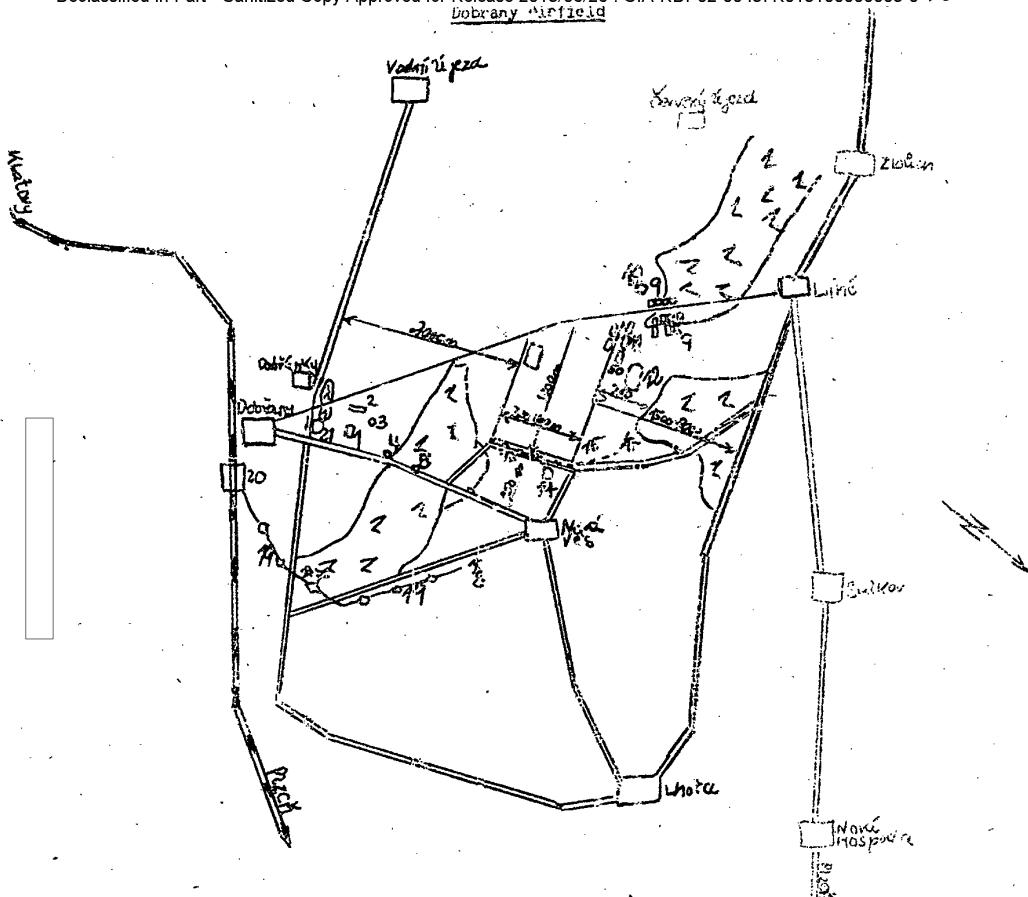
**  Comment. The report, which agrees with previous information, confirms that a large airfield is under construction near Dobrany. The four MiG-15s, which remained at the installation may represent an alert flight charged with the mission of protecting the border area from unfriendly reconnaissance planes.

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Annex

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Legend:

- 1 Brick building under construction
- 2 Former hangar of the Aero club
- 3 Wooden observation tower
- 4 Off limits signs
- 5 " " "
- 6 " " "
- 7 Dobre stesti pits
- 8 " " "
- 9 Cantonment
- 10 One-family house
- 11 Some low wooden buildings occupied by military personnel
- 12 Pond
- 13 Newly constructed hangar
- 14 Sand pit
- 15 Road block
- 16 Concrete apron
- 17 Wire fence
- 18 Wooded area
- 19 Cable car from coal mine to railroad station
- 20 Dobrany railroad station
- 21 Brewery

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